



Spring 2003

Construction Season Begins With A Work Zone Safety Message To The Public

April 6-12 Recognized As 4th Annual National Work Zone Awareness Week

At first glance it appears to be a response to a problem that doesn't exist. After all, New Hampshire was one of only three states in 1991 that did not experience a single fatality in a construction work zone involving a motorist or a worker.

But a good track record does not guarantee future success. That's why Commissioner Carol Murray and Director of Project Development Jeff Brillhart met with reporters in Manchester on April 7 to kick off the summer construction season and National Work Zone Awareness Week by stressing the importance of driving safely and alertly through work zones across the state. They were joined at the I-293 improvement project by several Construction Bureau Contract Administrators, all of whom could relate stories of close calls and careless driving they had witnessed in work zones.

More than 1,000 people died in work zones across the country in 2001, and more than 40,000 were injured.



Commissioner Carol Murray has an attentive audience of print and broadcast journalists during a media availability in Manchester on April 7 as part of Work Zone Awareness Week. Also looking on is Jay Levine, a Contract Administrator for the Construction Bureau.

Four out of every five killed or injured are drivers or passengers rather than work zone workers. The message to motorists is that it's not "someone else's problem".

"We have been extremely fortunate to fare better than most states in the number of work zone fatalities and injuries in recent years," Commissioner Murray told reporters. "But that does not mean we are immune to the problem, and we must continue to get out the safety message to the driving public."

Among the safety tips for motorists in work zones:

- Stay alert and pay attention! Dedicate your full attention to the roadway.
- Don't tailgate!
- Don't speed but keep up with the traffic flow!
- Don't change lanes!
- Minimize distractions like cell phones, eating, changing radio stations, etc.
- Expect the unexpected!
- Watch for workers and equipment!
- Be patient! Remember, those in work zones are working to improve your future ride.



The I-293 improvement project between Brown Avenue and South Willow Street in Manchester shows the challenge of maintaining a safe work zone while keeping vehicles flowing in a high traffic volume location. The two biggest causes of work zone crashes are speed and driver inattentiveness.



Commissioner's Corner

by
Carol A. Murray

EMPHASIZING SAFETY... **ON THE ROAD ...AND ON THE JOB**

It's a focus never far from our minds and work at the New Hampshire Department of Transportation.

It's fundamental to everything we do, from designing roads and bridges, and winter snowplowing operations to the way we perform basic tasks in our offices and in the field. It's a never-ending quest aimed at saving lives, avoiding crashes and lost work time, improving employee productivity and making life better for those who supply or use the transportation system. It's making safety a top priority.

The good news on our nation's highways is that despite a marked increase in vehicles and miles traveled over the past decade, the number of fatalities leveled off about a decade ago and has remained on a plateau ever since. Vehicles are safer and improvements continue to be made to our highway system.

The bad news is that between 39,000 and 42,000 Americans are still losing their lives on America's highways every year. That's totally unacceptable and requires a vigilant and multi-faceted response.

Some of the critical areas that need to be addressed are driver behavior, roadway departure (run-off-the-road crashes), nighttime driving, intersection and pedestrian safety and our aging population.

The most effective safety device on the highway continues to be the seatbelt. A national study found that three-point seatbelts reduce fatalities in passenger car crashes by 40 percent. That number jumps to 60 percent in light-truck crashes.

Single-vehicle run-off-the-road (ROR) crashes are to blame for one-third of all traffic fatalities. A major cause of ROR crashes is fatigue, often made worse in combination with speed, alcohol and other drugs.

One way the NHDOT has tried to reduce the number of ROR crashes in New Hampshire is by milling rumble strips along the shoulders of much of the interstate highways. Several studies have concluded rumble strips can reduce the overall rate of ROR crashes by up to 50 percent. We are even testing the effectiveness of a centerline rumble strip on NH Route 101 in Milford.

While the traffic volumes on highways across the country are substantially less at night, the fatal crash rate after dark is three to four times that for daytime driving.

The NHDOT's efforts to improve critical driver acuity and decision-making at night have included retroreflective signing, increasing the number of painted lane miles striped annually, and the use of median and shoulder raised pavement markers in a growing number of locations.

Intersections, which by design are a planned point of motorist conflict, were responsible for 9,000 fatalities and 1.5 million injuries in just the year 2001. This strongly suggests the need to conduct comprehensive intersection analyses to determine where safety problems exist and what can be done to address them. The state of New Hampshire is among the leaders in developing statewide intersection safety plans.

Safety is no less important for those in the crosswalks. About 11 percent of roadway fatalities every year are pedestrians. The NHDOT has also been a leader in this area, developing and patenting a uniform crosswalk sign that is now widely used in the New England region and beyond.

Without accurate crash data it is difficult to make decisions about the need for safety improvements.

To address deficiencies in current crash data reporting system, the NHDOT, in conjunction with the Department of Safety, has been working to improve New Hampshire's system by purchasing laptop computers for police cruisers across the state and providing an easy to use software package for immediate and accurate crash data entry.

Emphasizing safety on the road and on the job. It's part of who we are and what we do at the NHDOT every day. It's my first priority and I hope it's yours, because it takes all of us to get our safety record to be the improvement record that is first in the nation.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Spring 2003

Governor.....Craig Benson
Commissioner.....Carol Murray
On the Move Editor.....Bill Boynton

PRINTED ON RECYCLED PAPER

The War In Iraq Gets Personal For A Few NHDOT Employees And Their Relatives *Some Reservists Activated For Military Service - Others Waiting For The Call*

Craig and Michelle Drouin have been through this before. But that doesn't make it any easier this time around.

Craig is currently on "alert" status for a possible call to active military duty as a member of the Hillsborough-based 744th Transportation Company of the Army National Guard. He doesn't know if or when he will be called to go to war, but he's ready.

"The toughest part is not knowing," Michelle says. "We are obsessively watching the coverage of the war on television."

Craig, Michelle and their 12-year old son Travis have agreed to be followed by the *Concord Monitor* as the war in Iraq progresses. A front page article in the March 23 *Sunday Monitor* described how the Drouins try to keep up a daily routine, even with the daily prospect that their lives could change dramatically at any moment.

There would be no camping around the state this summer and a longer tour of duty could mean no snowmobiling with dad next winter.

It has to feel like *deja vu* for the NHDOT couple. Craig (a Special Assignment Environment Coordinator for the Construction Bureau) and Michelle (Contracts Administrator for the Bureau of Finance and Contracts) clearly remember a similar feeling during the first Gulf War, when Craig was part of the Concord-based 3643rd Maintenance Company, but was never called to active duty.

The Drouins didn't seek the publicity. It sought them. Craig was attending a mobilization drill in Concord when he was approached by a *Monitor* reporter and photographer. They thought long and hard before agreeing to open up their lives up to 35,000 *Monitor* readers, especially since the agreement is open-ended and could involve being shadowed by a reporter and photographer at various family outings. They were a little overwhelmed by all the attention the article got them from family and friends.

"Our son thinks he's a big celebrity," Michelle jokes.

Craig told the *Monitor* he worries most about leaving his family behind, including his son who becomes a teenager in May.

"I remember when I was 13, that was kind of a rough transition for me. I'd like to be around for that...there are certain years of a child's life that you probably don't want to miss," Craig said.



Michelle and Craig Drouin continue to work at their NHDOT jobs, knowing that the call activating Craig to military service could come at any time. Michelle says she supports her husband and what he would have to do, but the hardest part is living with the uncertainty of what's going to happen.

Other NHDOT employees have been called to military duty.

Craig Drouin's brother Steve, a Bituminous Concrete Plant Inspector with the Bureau of Materials and Research, was activated on Valentine's Day as a member of the 368th Engineers Company out of Rochester, New Hampshire.

Robert Havey, a Pavement Marking Foreman 2 with the Traffic Bureau, is also known as SSGT Robert Havey of the 157th Air Refueling Wing, Logistics Squadron, out of Pease Air National Guard (ANG) Base in Newington.

Dennis Croteau, an Engineering Tech. 3 in District 1, recently returned from 31 day Active Duty Orders in operations support for tanker refuelings at the Pease ANG Base.

Thomas Santos, an Engineering Technician 1 in the Design Service Section of the Bureau of Highway Design, was called to duty in early March as member of the 368th Engineering Battalion, Combat-Heavy, headquartered in Londonderry.

And the Turnpikes Bureau reports that Eric Arel, a Highway Maintainer 3, has been called to active duty in the Army.



New Citizens Guide To Transportation Series Offered To The Public
Goal Is Better Understanding Of How Projects Are Planned And Implemented

It is an eye catching way of responding to some of the most commonly asked questions about planning transportation projects.

The new Citizens Guide To Transportation series, produced by the NHDOT's Bureau of Transportation Planning, is a colorful series of informational brochures focusing on seven subject areas that can help citizens and communities get involved in shaping transportation plans and projects in New Hampshire.

"We were looking to create something to help in the public participation process for transportation projects," says Planning Bureau Administrator Ansel Sanborn. "The Citizens Guide series responds to the types of questions we are always getting asked."

Sanborn says the Citizens Guide is actually a byproduct of the NHDOT's work with Concord's "20/20" initiative which is looking at the future of the capital city. Jeff Brillhart (Director of Project Development) and Bill Hauser (Environment Bureau Administrator) met with Ansel to select the subject areas. Steve Dubois and Anne Bogart (Transportation Planning) worked on publishing the brochures with design assistance from a consultant.



The new Citizens Guide To Transportation brochures are aimed at assisting citizens with understanding how transportation projects are planned and implemented. The brochures are being made available at various public meetings and they can be found on the NH Department of Transportation website at www.nhdot.com. A limited number of printed copies are also available by contacting the NHDOT's Bureau of Transportation Planning at 1 Hazen Drive, Concord, New Hampshire 03302.

The new Citizen Guide to Transportation series covers the following topics:

- **Having Your Say in Transportation Projects that Shape Your Community** – describes how to get involved.
- **Planning the Future of New Hampshire Transportation** – explains the planning processes NHDOT follows, and how communities can participate.
- **Project Development: Making Transportation Projects a Reality** – outlines the steps through which a planned facility gains environmental approvals, is designed and then constructed.
- **Access Management** – describes the community benefit in carefully planning points of access – driveways and intersections.
- **Transportation Enhancement Program** – outlines a program that sets aside Federal funds for state-identified projects supporting alternative transportation (walking, cycling) and historic resources.
- **Congestion Management and Mitigation Program** – describes a Federally funded program focused on air quality improvements through transportation projects, often relating to commuter services and roadway operation.
- **The Transportation/Land Use Relationship** – emphasizes the importance of the local and regional land use planning processes in planning for transportation.

Traffic Bureau Continues Quality Improvements with Aluminum Sign Recycling*submitted by C.R. Willeke (Quality Council)*Summary

This success story is about utilizing an aluminum sign recycling process to reduce the amount of new aluminum sign material purchased and the amount of solid waste generated.

Team Members

Bureau of Traffic – Joe Giunta, (Research and Develop.)

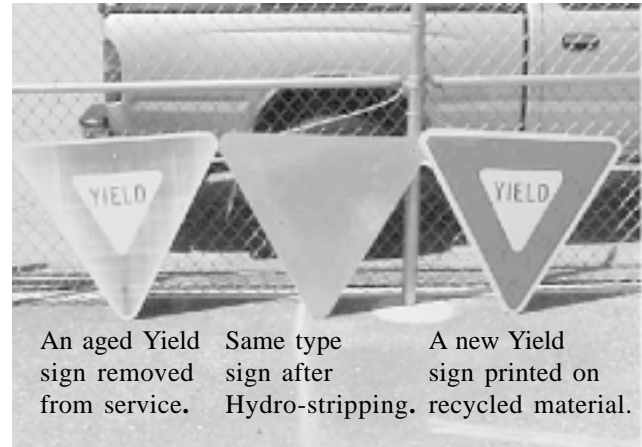
Bureau of Administration – Paul Sanderson, (Legal Advisor)

Bureau of Environment – Fred Murphy, (EMS Coordinator)

Description of Project

During the implementation of the Environmental Management System (EMS), the project team identified an objective to reduce the use of new aluminum sign material and the amount of solid waste generated during Sign Section activities.

To accomplish this objective, the team researched recycling processes that would enable the reuse of existing aluminum sign material. The team found a company that uses a hydro-stripping (high pressure water jet) process that effectively removes the existing sign surface while maintaining the integrity and thickness of the aluminum sign making material.



The new recycling process involves the following steps:

1. The District and Highway Sign Crews gather old signs that have been replaced by new stock and transports the old signs to Concord headquarters.
2. The Traffic Operations Technician reviews the condition of the returned signs and determines which signs may be refurbished and which signs will be sent to the aluminum scrap yard.
3. The signs to be refurbished are palletized and banded by size.
4. The palletized signs are shipped to Hydro-stripper for refurbishing.
5. The refurbished sign material is shipped back to Traffic and added to stock.

***Projected sign material savings through the recycling process**

Year	New Aluminum Square Ft.	Recycled Aluminum Square Ft.	Cost New Aluminum	Cost Recycled Aluminum	Total	Savings Yearly	Savings Cumulative
0	14,315	0	\$22,795.92		\$22,795.92	\$0.00	\$0.00
1	12,168	2,147	\$19,347.12	\$1,889.36	\$21,236.48	\$1,559.44	\$1,559.44
2	10,021	4,294	\$15,933.39	\$3,778.72	\$19,712.11	\$3,083.81	\$4,643.25
3	7,874	6,441	\$12,519.66	\$5,668.08	\$18,187.74	\$4,608.18	\$9,251.43
4	5,727	8,583	\$9,105.93	\$7,553.04	\$16,658.97	\$6,136.95	\$15,388.38
5	3,580	10,795	\$5,692.20	\$9,499.60	\$15,191.80	\$7,604.12	\$22,992.50
6	1,433	12,882	\$2,278.47	\$11,336.16	\$13,614.63	\$9,181.29	\$32,173.79

* Assumes 14,315 sq ft of aluminum material is used each year.

Calculations assume new aluminum material and Hydro-stripping costs remain the same.

Costs for new aluminum material is \$1.59 per sq ft.

Costs for Hydro-stripping process is \$0.88 per sq ft.

Recycled aluminum material increases 15% each year until we reach approximately 95% use each year.

An average of 5% of returned aluminum material is damaged beyond reuse and sent to the scrap yard.

Coming To America...A New Life For Nathaniel Jee Sung Peterson

Editor's Note: Michele Peterson, a Systems Development Specialist 5 with the NHDOT's Bureau of Information Technology Services, and her husband David recently became the proud parents of an adopted son. The Gilford resident agreed to share her story with the idea that it may inspire someone else to undertake a similar journey.

Once my husband and I decided to adopt, I started making phone calls to adoption lawyers, Catholic Charities, and other organizations who handle adoptions. The roller coaster started right off the bat. I had a very difficult time connecting with a live human on the other end of any phone.

Then, through a web site for a group called "The Open Door Society" which deals with support for adoptive families, I found a link to an adoption agency in Massachusetts called "Wide Horizons for Children".

I called and a human being picked up the phone on the first ring! From there I knew we could make this adoption happen.

That was 2 years ago. We attended our first informational meeting in May, 2001 and officially applied to the agency for an adoption in July of that year.

There is a tremendous amount of paper work and very personal interviews with social workers and other adopting families. It was difficult to share personal feelings with strangers, but in the end we created a bond with these people that is very special. They helped us to realize that the best fit for us was a foreign adoption and that South Korea in particular suited our needs. This had to do with the abundance of healthy infants available for adoption, the fact that foster children are kept in foster homes rather than orphanages, and that we had the option of having the child escorted to the U.S.

It took 20 months to get a "referral", meaning that we were next on the Korean waiting list and that a child had been found for us. We received his adorable picture and some background information just before Christmas, 2002. He was 4½ months old at the time. From there, we were told it would be three to five months longer before he could come home. This time is used for procuring INS (Immigration and Naturalization Service) approval to come to the U.S. and to get him a passport and visa.

We were prepared to wait about 4 months, which was the best guess for the length of the process. To our surprise, barely three months went by and I got the call at work that he was coming home!! I could hardly stand up!

I have never experienced a feeling like the one I had when I first held him! He's beautiful and sweet and means the world to us!

Welcome to America Nathaniel Jee Sung Peterson!



With her husband Dave looking on, a beaming Michele Peterson welcomes their new adopted son, Nathaniel Jee Sung Peterson, to her family and to America at Manchester Airport on March 11.

*Adoption is a journey of the heart, filled
with wonderful moments of discovery:
A time when the impossible becomes possible.*

-- from the Wide Horizons for Children website

Sidewalk Experiment Seeks Answers To Benefit The Visually Impaired

Bridge Maintenance, Municipal Highways and Materials & Research Team Up For Winter Research Project

Pedestrians making their way along Hazen Drive in Concord may find themselves wondering about the not so typical bumps on the sidewalk.

What they are encountering across the street from NHDOT headquarters is a research project aimed at finding out which of several products designed to assist the visually impaired works best in winter climate and maintenance conditions.

The 75-yard pre-cast test sidewalk features eight different products with materials ranging from plastic and rubber to brick and concrete. Each is laid out in a strip of bumps, or truncated domes, which must eventually be installed on sidewalk ramps leading to crosswalks as a requirement of the Americans With Disabilities Act.

"We are trying to choose the best product that will provide the best service life and be safe at the same time,"

says Bob Barry, Administrator of the NHDOT's Bureau of Municipal Highways, who is overseeing the project.

The NHDOT decided to go ahead with the research project because there were no existing studies of which products work best in winter conditions like New Hampshire's. With input from the Bureau of Materials & Research, Bridge Maintenance personnel installed the test sidewalk in late January and early February. The City of Concord agreed to maintain the sidewalk with one of its sidewalk plows and damage to some of the test strips was evident after just a couple of snowstorms and passes by the plow.

The findings of the research project will be passed along to cities and towns across New Hampshire for their review and consideration for possible use.

Also utilized in the construction of the sidewalk was cold weather concrete, which is also being evaluated for its effectiveness in New Hampshire's winter conditions.



Bridge Maintenance Bureau personnel lower a section of pre-cast concrete into place during construction of a test sidewalk near the NHDOT headquarters in Concord.



14th Annual Commissioner's Cup Golf Tourney To Be Held In Ashland

Wednesday, September 10, 2003 at White Mountain Country Club

Responding to feedback from a November 2002 survey, a seven-member committee working on the 2003 NHDOT Commissioner's Cup golf tournament has selected the White Mountain Country Club in Ashland, NH as the host site for this year's event, which will take place on September 10, 2003.

The committee believes this course offers a high quality of golf and has a centralized location with easy access off Interstate 93. We expect to accommodate a comparable number of teams to last year's event, with cash prizes and pro shop credit similar to the 2002 cup. The menu will include hamburgers, hot dogs and salads.

Here is a summary of the comments from the November survey:

- the quality of the golf course is very important
- location - central New Hampshire is desired, with easy access
- cost - low end of the \$50-\$60 price range is desired
- food - hamburgers and hot dogs with salads are acceptable
- cash prizes, instead of pro shop credits, is strongly desired
- a memento of the event for all participants would be ideal

Questions about the 2003 Commissioner's Cup can be forwarded to any of the organizing committee members: Bob Davis, Bill Cyr, Dennis Herrick, Tobey Reynolds, Wayne Clifford, Al Cilley or Dane Prescott.



NEW HIRES

Theodore Kendall III, Highway Maintainer 2, District 2
Mark Dresser, Bridge Maintainer 3, Bridge Maintenance
Lori Clare, Secretary 2, Highway Maintenance
Justin Parker, Survey Team Aide, Highway Design
Steven Roy, Highway Maintainer 2, District 4
Anthony Gray, Highway Maintainer 1, District 3
Brandon Succi, Highway Maintainer, 2, District 6
Phyllis Haley, Toll Attendant 1, Turnpikes
Adam Boutin, Highway Maintainer 2, District 2
Steven Santinelli, Technical Support Specialist 4, ITS
Brian Mayo, Highway Maintainer 2, District 6
Matthew Coleman, Highway Maintainer 2, District 4
Amy Joy, Data Control Clerk 2, Turnpikes
Lewis Lamears, Highway Maintainer 2, District 4
Jonathan Pitre, Civil Engineer 1, Construction
Michael Carey, Highway Maintainer 2, Traffic
Louis Mariscal, Engineering Tech 2, Planning
Ashok Kakadia, Civil Engineer 2, Construction

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Stefan Smith, Highway Maintainer 2, Turnpikes
Michael Cloutier, Bridge Maintainer 1, Bridge Maintenance
Bruce Ramos, Highway Maintainer 2, District 5
Anita Wilde, Toll Attendant 1, Turnpikes
Michael Cordero, Toll Attendant 1, Turnpikes
Tim Young, Bridge Maintainer 1, Bridge Maintenance
Philip Allan Jr., Civil Engineer 3, Construction
Weldon Miller, Gate Operator, District 6
Thomas Hofmann, Gate Operator, District 6
David Hope, Highway Maintainer 2, District 4
Candance Hagar, Clerk 4, District 4
Matthew Powers, Survey Team Tech. 1, Highway Design
Louis Mariscal, Engineering Tech. 2, Planning
Jo-Ann Pastore, Toll Attendant 1, Turnpikes
Normand Rainville, Highway Maintainer 2, Traffic
Christopher Mock, Geological Exploration Tech., Materials
& Research

PROMOTIONS

Raymond Bernier, Highway Maintainer 3, District 5
Karen Jennison, Transportation Coordinator, Rail & Transit
Susan Quigley-Moran, Safety & Env. Coordinator, Traffic
Alaina Bailey, Civil Engineer 4, Transportation Planning
John Bettencourt, Assist. Highway Patrol Foreman, District 5
Larry Anthony, Assist. Highway Patrol Foreman, District 6
David Succi, Assist. Highway Patrol Foreman, District 6
Richard Miller, Survey Team Technician 2, Highway Design
Carleton Patterson, Highway Maintainer 2, District 6
Jeffrey Dandurand, Assist. Highway Patrol Foreman, Dist. 5
Benjamin Landry, Highway Maintainer 1, District 5
Jean Demers, Environmentalist 2, Environment
Christopher Martin, Highway Patrol Foreman, District 1
Lionel Chancey, Assist. Highway Patrol Foreman, District 5
Kenneth Wetmore III, Bridge Maintainer 3, Bridge Maint.
Charles Dyllyn Jr., Assist. Highway Patrol Foreman, District 5
Joshua Prescott, Engineering Tech 3, Highway Design
Thomas Scammon, Highway Maintainer 2, District 5
George Pearce, Highway Maintainer 2, District 3
Arthur Eaton, Highway Patrol Foreman, District 6

Charles Willeke, Assistant Engineer, District 4
Terry Place, Engineering Tech. 5, Traffic
Douglas Gamsby, Engineering Tech 4, Bridge Design
Sidney Thurber, Highway Maintainer 3, District 2
James Flanders, Highway Maintainer 2, District 1
Brian Armstrong, Tech. Support Specialist 1, ITS
Craig Levesque, Highway Maintainer 3, District 5
Bruce Latuch, Highway Maintainer 2, District 5
Tricia Abbott, Accountant 2, Finance & Contracts
Glen Levesque, Highway Maintainer 1, District 5
Christopher Scanlon, Highway Maintainer 2, District 5
Michael Gaudet, Highway Maintainer 3, Turnpikes
Michael Grigas, Highway Maintainer 2, District 5
Brian Jackes, Highway Maintainer 2, District 5
Christopher Sargeant, Civil Engineer 2, Highway Design
Lynne Riel, Clerk 4, Right-of-Way
Richard Weiss, Supervisor 4, Right-of-Way
Michael Demartelly, Supervisor 6, Right-of-Way
John Johnson Jr., Supervisor 4, Right-of-Way



American Red Cross

A recent blood drive by the American Red Cross at the J.O. Morton Building produced 31 productive pints of blood. Thanks to those who donated.



SERVICE AWARDS



April through June 2003

35 YEARS

Alan Drew, Mechanical Services
Stephen Ludwick, ITS

30 YEARS

Kerrie Hartshorn, Highway Design
Michael Carpenter, Construction
Paul Avery, District 3
Paul Rousseau, District 4
Robert Stocker, District 4
Kenneth Knowlton, Traffic
Kenneth Louzier Jr., District 2
Gary Mudgett, District 3

25 YEARS

Joseph Bush Sr., District 3
Steven Huckins, District 4
Frederick Paradis, District 2
Raymond Gilpatric, District 3
Alan Rawson, Materials & Research
Carol Murray, Commissioner
Louis Derosia, Bridge Maintenance
David Moulton, District 3
Karen Jennison, Rail & Transit
David Powelson, Bridge Design
Richard Hutchinson, Bridge Maintenance
Keith Cota, Highway Design
J. Douglas Graham, District 4

10 YEARS

Edward Godfrey, Turnpikes
Linda Cate, Turnpikes
Douglas Hinton, District 6
Joseph Giunta, Traffic
Ronald Woods, Right-of-Way
Norman Howcroft, District 6
Richard Gagnon, Mechanical Services
Charles Reed, Bridge Maintenance
William Lambert, Traffic
Steven Brigandi, Turnpikes
Scott Foster, District 5

20 YEARS

Diane Acres, Turnpikes
Robert McKinnon, District 3
Christopher Flagg, District 4
Charles Glover, District 5
Cynthia Poole, Right-of-Way
Alan Hinerth, Construction
Fred Fabian Jr., Fuel Distribution
Peter Marshall, Construction
Arthur Eaton, District 6
Mary Goulet, Bridge Maintenance
Robert Aubrey, Bridge Design
Kevin Prince, Highway Design
Richard Trempe, District 4

15 YEARS

Lloyd Hanson Jr., Transportation Planning
John Pillsbury, Highway Maintenance
Francis Sullivan, Traffic
Bernd Huber, Turnpikes
Marc Laurin, Environment
Michelle Juliano, Public Works
Sandra Maynard, District 5
Ralph Sanders, District 6
John Corcoran Jr., Traffic
Mark Huntoon, Bridge Maintenance
David Scott, Bridge Design
Kenneth Fogg II, District 3
Daniel Riordon, Turnpikes
Douglas King, District 2
Herman Johnson, District 3
Ronald Wanner, Aeronautics
Jamie Gooden, District 1
William Smith Jr., District 6
James Carter, District 6
Andrew Nichols, Highway Design
Eric Milliken, Highway Design
Patrick Looney, Construction

RETIREMENTS (years of service)

Richard Antonia, Civil Engineer 5, Construction (40)
Theodore Miller, Jr., Highway Maintainer 3, District 4 (17)
Gil Rogers, Assistant Commissioner, Commissioner's Office (30)
Armand Thibault Jr., Highway Maintainer 1, District 5 (16)

Manchester Airport Access Road Gets The Green Light From Federal Highway Administration *"Record of Decision" Allows \$115 Million Project To Proceed With Final Design And Right-of-Way*

The prospect of relieving congestion and improving traffic flow in and around Manchester Airport took a major step forward on April 15 with the Federal Highway Administration's issuance of a "Record of Decision" on the project.

The "Record of Decision" addresses all of the issues raised by the project's Final Environmental Impact Statement (EIS) and certifies that all regulatory requirements have been addressed and satisfied.

The U.S. Army Corps of Engineers must still issue a federal wetlands permit before construction can begin. A state wetlands permit was issued to the NHDOT in November 2002.

"This is an important milestone in the New Hampshire Department of Transportation's effort to improve traffic flow in and around Manchester Airport and enhance the economic vitality of the state," says Commissioner Carol Murray. "This decision indicates that federal officials recognize

the need and importance of this project."

The Access Road project plan calls for the construction of four-lane, median-divided, limited access highway (approximately two miles) providing direct access to Manchester Airport from the F.E. Everett Turnpike in Bedford.

The current estimated project cost is \$115 million, including \$75 million for construction.

Since the Final Environmental Impact Statement, the NHDOT has revised the alignment of the bridge crossing the Merrimack River approximately 350 feet to the south to avoid a bald eagle nesting area.

Construction of the project will begin about 18 months from the start of the final design process.

The NHDOT will now begin the right-of-way process on land parcels requiring total acquisition, as well as property identified for eagle habitat preservation, wetland conservation and wildlife corridors to be preserved as part of the project.

Award Winning Brochure



A brochure encouraging motorists and bicyclists to share the road was recognized for excellence at the Tri-State Safety Conference April 17-18 in Fairlee, VT.

The "award for excellence in safety through education" was presented to the Bicycle and Pedestrian Advisory Board. Tom Jameson and Lou Barker (Transportation Planning) were major contributors to the project, that was funded by the NHDOT's Bicycle and Pedestrian Program.

According to New Hampshire law, bicyclists have the same rights and duties on the roads as drivers of motor vehicles (RSA 265:143).

Commissioner Murray Receives 2003 Leadership Award From Women's Transportation Seminar

The Boston-based Chapter of the Women's Transportation Seminar has chosen NHDOT Commissioner Carol Murray as the recipient of its 2003 Leadership Award.

In a letter to Commissioner Murray announcing the award, Lisa Brothers, WTS-Boston President wrote, "We chose you because we believe your strong record of leadership on a variety of transportation issues, from environmental stewardship to TEA-21 Reauthorization, is a tribute to your hard work and your devotion to public service. We also note that you attained your current position after a career of rising through the ranks, providing an excellent role model for our younger members who are just launching their careers."



The Women's Transportation Seminar is a 3,500 member national organization dedicated to the development and advancement of women transportation professionals. Commissioner Murray was presented the award on April 3 at the organization's Annual Leadership Breakfast in Boston.

Hollywood Stops Traffic In Plymouth To Film CBS Television Pilot Program NHDOT Joins Cooperative Effort For "The Brotherhood of Poland, New Hampshire"

There's no guarantee it will generate the kind of notoriety, revenue and tourism that the movie *On Golden Pond* did for New Hampshire, but *The Brotherhood of Poland, New Hampshire* has people pretty excited in the Plymouth area.

After an extensive search across Massachusetts and New Hampshire, the Town of Plymouth, NH was chosen by David E. Kelley Productions to be the setting for its CBS pilot program because of its "quaint downtown and mountainous backdrop."

While it's only a pilot and still must be picked up by the network, the fact that Kelley Productions has turned other pilots into successful programs like *Ally McBeal*, *Boston Public* and *The Practice* makes the prospect of New Hampshire scenes shown across America on a weekly basis very appealing to those trying to promote the Granite State.

The Brotherhood of Poland, New Hampshire is about three brothers and their troubles in a small New Hampshire town.

"We fell in love with the town's architecture and its people," says Executive Producer Michael Pressman.

"The town seems to become an additional character in this pilot, and Plymouth certainly fits the bill of what we were looking for."

Several scenes for the television pilot were filmed in Plymouth in March, requiring a lot of state and local cooperation. NHDOT District 2 Engineer Alan Hanscom participated in meetings with the producers and issued a permit for the use of Smith Bridge Road near the Smith Millennium Covered Bridge where a scene was filmed on March 18.



Actor Randy Quaid plays Poland Police Chief Hank Shaw. (Photo: Leigh Sharps, Record Enterprise)

The scene involved a traffic stop near the covered Bridge during which the local Chief of Police, played by well-known actor Randy Quaid, (pictured above) ends up punching a local developer.

"They set up shop in one lane and had the police car and citizen's car set up on the shoulder," Alan Hanscom recalled after observing from a distance. "They held traffic while they did the scene, about two to three minutes each time they did a run-through."

Other scenes were shot in downtown Plymouth utilizing US Route 3, which is in the NHDOT's Highway Maintenance District 3. New Hampshire Film and Television Office Director Jay Brenchick was appreciative of the NHDOT's cooperation through its District 2 and District 3 Offices.

"Alan Hanscom was great to work with," Brenchick says. "He really sat down and listened to what the producers wanted to do and was willing to work with them to make the filming go as smoothly as possible."

Brenchick has previously spoken with the District Engineers in an effort to cultivate an ongoing cooperative relationship between New Hampshire's Film and Television Office and the NHDOT.

According to Brenchick, projects like this one provide direct economic benefit to the state in the form of jobs, spending and rooms and meals tax revenue, as well as longer term benefits such as increased tourism.



The production crew gets ready to film a scene in Plymouth for "The Brotherhood of Poland, NH."

(Photo: Leigh Sharps, Record Enterprise)

Earth Day Recognized With Addition To NHDOT Mission Statement

The NHDOT's mission statement has caught up with the agency's ongoing commitment to environmental stewardship. In recognition of Earth Day 2003 (April 22), Commissioner Carol Murray has authorized the addition of the words "environmentally sensitive" to the agency's mission statement, which now reads:

To plan, construct and maintain the best possible transportation system and State facilities in the most efficient, environmentally sensitive and economical manner, utilizing quality management techniques consistent with available resources and mandated controls.

Environment Bureau Administrator Bill Hauser says the revised mission statement more accurately portrays the NHDOT's philosophy and current practices in both its maintenance of the existing transportation system and the development of new projects.

"It really is what we do every day and unfortunately was not reflected in our mission statement," Hauser says. "It's important on Earth Day we reaffirm our commitment to protecting New Hampshire's Environment."

The New Hampshire Department of Transportation

was the first state transportation agency in the country to begin developing an Environmental Management System (EMS) to improve upon the ongoing actions of the agency that may impact the environment.

Last fall Commissioner Murray signed a memorandum of understanding with the Lake Chocorua Association, a first-of-its-kind agreement in New Hampshire that promises ongoing cooperation in using best management practices to protect and maintain the quality of the lake near NH Route 16 in Tamworth.

The NHDOT's Bureau of Environment is dedicated to addressing a wide range of environmental issues related to transportation, including water quality, air quality, wetlands, historic resources, wildlife, archeological sites and farmlands.

"Clearly we have changed the way we do business in New Hampshire," Commissioner Murray says. "Our 2,400 employees who have chosen to live in New Hampshire are committed to protecting its environment while building and maintaining the best transportation system possible."



Airport Security



Airport managers, representatives from the Federal Aviation Administration and experts on security met at the NHDOT headquarters April 24 to discuss a wide range of issues related to airport security, including new restrictions and procedures that have followed the events of September 11, 2001. Among those taking part in an open discussion on airport security issues were (above left to right) Ron Wanner, Division Administrator, NHDOT Division of Aeronautics; Capt. David Goldstein, NH State Police; 1st SGT David Stevens, NH Army National Guard, Ray Carolan, Federal Security Director, Transportation Security Administration; and Heather Hemdal, FAA Regional Assistant Administrator, New England Region.



Are you tired of driving to work alone every day? Do you wish somebody else would share the driving so that you could relax during your commute? Do you wish that your commute didn't cost so much or that your car could be available for someone else in your family to use during the day?

If you answered yes to any of these questions, you might be a candidate for carpooling!

NH Rideshare is a FREE commuter matching service provided by the NHDOT and dedicated to finding an alternative way for commuters to travel to and from work. Driving alone is not only expensive, but it also contributes to increased traffic congestion and air pollution.

To help commuters cut costs and to reduce traffic congestion and air pollution, NH Rideshare uses Geographical Computer Matching to provide commuters with information and assistance about ridesharing and alternatives to the single occupancy vehicle including carpools, vanpools, buses, and trains.

To save time, money, and the environment, simply register with the NH Rideshare Program.

For more information, contact NHDOT Rideshare Coordinator Shelley Winters at 271-4043, or visit the website at www.nhrideshare.com.

Aeronautics Announces State Winners of International Aviation Art Contest

Three New Hampshire students will receive an introductory airplane flight for taking top honors in the state competition of the 2003 International Aviation Art Contest.

More than 120 students from across the state submitted entries for this year's competition, which had the theme of "100 years of Powered Flight."

"I was really pleased with the quality of the entries," says Alan Dobrowolski, Aviation Program Supervisor for the Division of Aeronautics, who coordinated this year's state contest. "Many of the artists put creative thought and effort into their work."

Sponsored by a number of state, national and international organizations, including the NHDOT's Division of Aeronautics and the New Hampshire Aviation & Space Education Council, the 2003 International Aviation Art Contest seeks to motivate and encourage young people to learn about and participate in aeronautics, engineering and science.

Group I – Ages 6-9

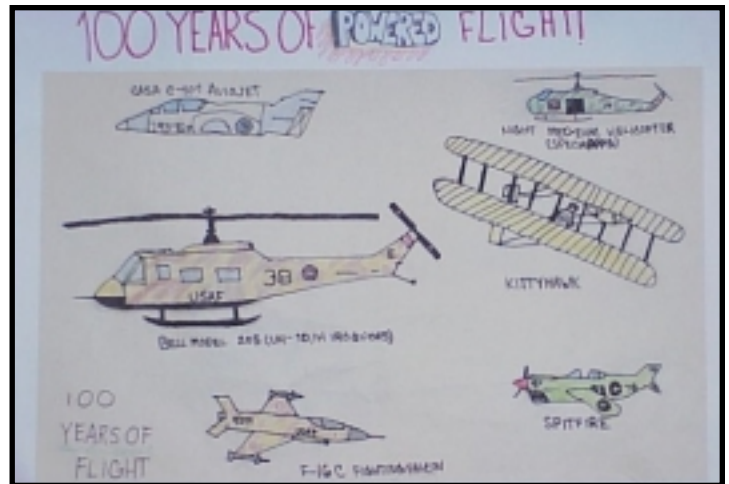
First Place: Rebecca Hashem, Webster Elementary School
Second Place: Sam McCallum, Farmhouse School, Temple
Third Place: Gregory Austin, Maplewood School, Somersworth

Group II – Ages 10-13

First Place: Stephanie Coleman, Hudson Memorial School
Second Place: Noah McLeavey-Weeder, Bartlett Elementary School
Third Place: Jennifer Wilson, Hudson Memorial School

Group III – Ages 14-17

First Place: Christopher Chase, Hollis/Brookline Middle School
Second Place: Jackie Lewis, Hudson Memorial School,
Third Place: Chris Litchfield, Hollis/ Brookline Middle School



First place winners in the 2003 Aviation Art Contest included (above) Christopher Chase, at student at the Hollis/Brookline Middle School in the 14-17 year old age group, and (below) Stephanie Coleman, a student at Hudson Memorial School, in the 10-13 year old age group. All nine winners received prize packages from contributing sponsors.



The annual NHDOT participation in Daffodil Day(s) to benefit the American Cancer Society raised \$3,900 for cancer research. A total of 650 bunches were sold! District 1 employees once again set the example by purchasing 150 bunches.

The Demise of a Sand Shed in District 2



Winter didn't end soon enough for a state sand shed on Route 4A in Grafton. The roof of the 40 x 40 foot structure utilized by District 2 patrol crews 210 and 217 collapsed on Sunday, March 16 under the weight of melting snow.



LETTERS

January 31, 2003

Last Tuesday I was driving through New Hampshire and got a flat tire in Littleton on I-93. I pulled off at the rest area at Exit 44 and was having some trouble changing the tire. I can't remember the name of the lady working at the rest area, but if it wasn't for her help, I'd probably have been there a lot longer than I was, and frozen too.

I'm writing this letter to let you know how nice, helpful, and friendly your employee was. She brought me out gloves, ear warmers, something to sit on, a block to help with my jack, and when the jack broke, she waited with me for Triple A to arrive.

While waiting, she also told me a lot about New Hampshire, and now I plan on going hiking in the state parks around that area once it warms up. What could have been an awful experience became rather pleasant.

Max Polonsky
Waltham, MA.

January 8, 2003

My wife and I have discussed how pleased we are with the plowing of our road, Route 127 in Sanbornton, this year so we have decided to write and tell you so.

We have lived in our home for over 16 years and this year the plowing and sanding, despite the heavy snowfall, has been the best ever.

While writing, I would also like to extend our thanks to the Department of Transportation for your fine job maintaining the highways in New Hampshire. We may be a small state but we have the best roads going.

Dennis R. Ames
Sanbornton, NH

Editor's note: NH Route 127 is maintained by private contractors and NHDOT District 3 employees working out of the 313 Patrol Facility in Belmont.

Editor's note: The following letter was sent to Kenny Crowther, William Dodd and Richard Quint, of District 1's M-113 Patrol Crew, who helped rescue Mr. Bouchard on January 27 after the oil truck he was driving crashed through a guardrail on NH Route 16 and plunged down an embankment. The incident and rescue was detailed in the Winter 2003 "On The Move" newsletter.

February 21, 2003

The family of John Paul Bouchard would like to extend our sincere thanks, for your efforts on January 27, 2003, for without your quick and timely response to assist and aid our father, the injuries he received may have been severely worsened by the extreme cold climate that day.

One of the first things he said to us was that he was extremely glad to hear your voices, and that, when he was asked if he needed anything and that his reply was "my hands are cold, do you have any gloves?" and the actions taken by the state highway workers to give up their gloves meant a lot to him. Putting on warm gloves gave him comfort, and he asked that we make sure to replace the gloves that were given to him.

Please accept these gloves with our utmost thanks for your help. It is not just anybody who will take the time to get involved. Thank you again.

The Bouchard Family
Errol, NH

February 17, 2003

I just wanted to compliment the NHDOT for their information-packed website.

Each time I visit the website, I find more of the data and reports that I need, saving time and resources.

The formatting also keeps improving! Thank you very much for your efforts.

Laurie M. Rauseo
Canterbury, NH

Rock Fall Incident Underscores The Need To Address Unstable Ledge Cuts

Large Chunk of Rock Falls Onto I-93 in Woodstock

Fortunately it happened during the middle of the night in a rural part of the state.

Sometime during the night of March 18 a large chunk of rock fell into the northbound passing lane of Interstate 93 between Exits 31 and 32. Following a call from the Grafton County Sheriff's Office, the rock was removed from the roadway by a NHDOT District 3 night patrolman at 2:43 AM.

According to Assistant Director of Operations Ken Kyle, the rock was a serious road hazard and could have caused major damage if struck by a high speed vehicle.

After visiting the site, Dick Lane, a geologist with the NHDOT's Bureau of Materials & Research concluded the rock fall originated from erosion from soil on top of the rock slope and not the rock face itself. Lane also concluded that further erosion could cause more problems. His recommendation for a long-term solution was to cut back both the ledge and the soil slope.

Dick Lane and fellow geologist Marc Fish oversee the NHDOT's Rock Slope Management System, which prioritizes rock slope safety repair projects across the state. Under this system, periodic inspections of rock slopes are conducted to identify where rock fall would most likely occur, and to determine which sites are potentially the most hazardous.



The above photo shows the erosion at the top of the ledge cut on I-93 that led to a large chunk of rock falling into the northbound lane between Exits 31 and 32 in Woodstock. The NHDOT monitors ledge cuts across the state and tries to address the most unstable rock to prevent similar rock falls.

New NHDOT Bicycle/Pedestrian Website Wins Internet Award



The NHDOT's new website directed at those who walk and bicycle in New Hampshire was a winner at the Fifth Annual New Hampshire Internet Awards.

The NHDOT Bicycle/Pedestrian Information Center at nhbikeped.com took a second place award in the Webster Public Service category for websites that make the best use of the internet for public service to New Hampshire citizens.

The judges comments about the site: "Here's a friendly site with great visual design. The mission is achieved, the navigation and structure is clear and easy to follow, and the content is appropriate and useful. The site functions well, and loads quickly. The overall experience: Visitors can find lots of information quickly and in a pleasing format."

The new website includes featured tours, maps, safety information and links to other related websites.



Acadia Insurance

March 6, 2006

Acadia Insurance and The Rowley Agency would like to acknowledge the remarkable accomplishment and congratulate the entire team at District 4 for not having to activate the Acadia Insurance Company auto liability policy for the State of NH for the period 11/01/01 - 11/01/02.

District 4 has had one distinction over others during the (12 month period): no down time was spent investigating auto accidents, no costs were allocated to replace or repair vehicles, no costs to replace or repair property damages, and no cleanup costs. These are just a few of the many costs associated in an auto accident.

Please join me in recognizing District 4 for their safe driving efforts.

Linda M. Freese
Senior Loss Control Representative



NHDOT People



Dozens of NHDOT employees turned out to extend best wishes to Gil Rogers at a reception on March 28 for the retiring Assistant Commissioner. Gil took a break from reminiscing to pose for a photo with his wife Mary and daughter Elizabeth. In a follow-up thank you note Gil wrote, "It was great to see so many of you that made my 30+ years special. I will miss working with all the NHDOT family that makes up the heart and soul of the Department. Keep up the great work. My pride and admiration will continue as I follow your accomplishments from the golf course."



The 2003 State Employees' Charitable Campaign began for NHDOT employees on April 23 with a Morton Building lobby kick-off reception hosted by Amy Rook (Bridge Maintenance) and Bill Hauser (Environment). Last year state employees contributed \$341,000 and this year's total state employee fund-raising goal is \$375,000. Last year, 463 NHDOT employees contributed \$36,732. This year's agency goal is to increase the number employee contributors to 600. The Charitable Campaign runs through May 30.

On the Move



Mary Goulet, an Administrative Secretary for the Bureau of Bridge Maintenance, was recently recognized for 20 years of state service by Administrator Ed Welch. Mary also previously worked for the Construction Bureau and the State Liquor Commission.

Baby News!

Bill Watson (Maintenance Management) and his wife Miriam are the proud parents of a baby girl, Annabelle Faith, born on April 18. Annabelle weighed in at 8 lbs. 6 oz. and was 21 1/2 inches long.



Among the interested observers at the April 7 news event in Manchester on work zone safety were several field employees of the Construction Bureau. Listening in as Commissioner Murray spoke with the media were: (left to right) Jarrod Hennessy, Ken Howe and Craig Pearson.

SILENT GRATITUDE

*As I sit here with coffee in hand,
My thoughts go out to a special man.
A man who braves the elements all winter long,
To keep the travelers safe in the storm.*

*He is called any time, during the day or night,
To be prepared for a stormy fight.
In the truck, laden with plow and frame,
He plans his route down the lane.*

*With the turn of a key, the engine comes to life.
The truck with massive plows, loaded with sand,
Moves towards the roadways
Cutting through snow like a knife.*

*Orange lights are flashing,
As the lanes are being cleared of snow.
The spreader is doing its job,
And all systems are GO!*

*He aids the motorists
Who are put to the test
And calls for a tow truck
When they are in distress.*

*After many hours on the highways and by-ways
Sometimes weary, with little sleep,
All CLEAR! For motorists to travel safely
And appointments to keep.*

*I raise my mug to a friend I never met,
And his courage, I respect.
Because of his fortitude
He deserves much gratitude!*

*Andre O. Gagnon
Information Center Attendant
District 5
Salem Welcome Center*



Editor's Note: The following are excerpts from editorial's published in three New Hampshire newspapers in recent months. Their positive themes represent the result of hard work by many NHDOT employees.

Foster's Daily Democrat

January 10, 2003

**Better transportation means a better quality of life
*Highways are a vital ingredient in economic development***

New Hampshire's roads and highways are the veins and arteries of the state's economy. Transportation is the lifeline of goods and services.

Roads and highways are not stagnant things. They are more than asphalt ribbons criss-crossing and winding through our state. They are vital connectors that contribute to New Hampshire's growth and enrichment.

Our system of roads and highways is not a stagnant thing. The expansion of our economy relies on the expansion and improvement of the way in which people are able to move about our state; about the prompt shipment and arrival of goods and services.

Roads and highways are not the only elements in New Hampshire's transportation infrastructure. Rail service is increasingly important in the movement of people and goods. So is air transportation. But highway travel remains the primary element in getting people and material from one place to another.

If New Hampshire's economy is to remain strong, so too must the infrastructure on which it relies.

Adequate living space and the preservation of natural resources and adequate lines of transportation are not exclusive of each other. They are, in fact, interdependent — vital ingredients in what we have come to regard as quality of life.

January 13, 2003

**Keene Sentinel Editorial
Plowing Snow**

At some point in their education, students of higher mathematics come across The Snowplow Problem. Here's a version: Late one evening, snow begins falling at a constant rate. At midnight, a snowplow truck heads out on a road to do its job. One hour later, a second plow starts at the same place and proceeds down the same road, clearing snow that's fallen since the first truck left. At 2 a.m., the second plow catches up to the first. The question is, when did the snow start falling?

The answer, involving more than a few computations, is 11:12 p.m. As brainteasing as it is, the solution is nothing compared to the real thing, when public works and highway departments clear hundreds of miles of roads during relentless snowfall.

We take for granted the work of the people who push snow for a living. At times, we may even take their names in vain. But they dutifully head out, day and night, putting up with the public's traffic, enduring occasional breakdowns, fighting fatigue, staying on course, road after road after road, salting or sanding, pushing or plowing, until the job is done.

It's been a hard winter so far for the plowers of this region: Three feet of the white stuff so far and plenty of time left for a great deal more. Getting it out of the way is a thankless job, and sometimes a bitterly criticized job. But, given how well public employees handled The Snowplow Problem so far this winter, here's a tip of the hat for a fine solution.

From the Publisher's Desk
(The Villager in Hillsborough)

February 21, 2003

Last year when the State opened the new Route 9 bypass, there were howls of protest from many corners concerned that the signage along the road was confusing to motorists looking for Hillsborough. Signs along the new highway were more useful in identifying destinations such as Antrim and Peterborough than they were in directing drivers to the town through which they were actually traveling.

The howls of protest culminated in a petition which was ultimately presented to the State Department of Transportation. Eventually a hearing was held to allow the complaints to be heard. Still, critics were skeptical that any changes would result from the hearing.

Those same skeptics will be all the more amazed at the news the State is planning to react in equally favorable measure to the concerns over the bypass signs. The State, it would seem, has gone further than even the most fervent optimist dared hope by generously spreading Hillsborough signs around the two main exits to the town.












To paraphrase Abraham Lincoln, you can't please all the people all the time. But the State, to its credit, did just about all anyone could expect by reacting positively to the criticism. There will still be critics, but far fewer than there were before the State corrected the faults.

Sure the State needed two tries before coming up with the right stuff. But at least they did get it right. In so doing, the State renewed the faith of those who believe the system can work if it is given enough input.

Editor's note: The Nashua Telegraph published a special report entitled "Crumbling Funds" on March 30, 2003. The extensive report detailed how (in its words) "the legislature has eroded the state highway fund to pay for services that have little to do with its constitutionally protected mission." Featured below is the Telegraph's look at how highway fund money was spent in 2002. It is reprinted with permission, with special thanks to Assistant Editor Josh Trudell, who wrote the report along with Kevin Landrigan.

What do they use it for?

Here is a breakdown on how each department uses its highway fund money.

Department	Amount received in 2002	What it is used for
Transportation 	\$348,879,664	The Department of Transportation uses the highway fund for salaries for the department's 1,958 full-time and 568 part-time employees, maintenance and work other than major projects, which are usually paid for through federal funds. "It's what runs the agency," DOT spokesman Bill Boynton said.
Safety 	\$47,523,076* *Not counting an additional \$3.8 million from the state turnpike fund.	The Department of Safety uses the highway fund for several of its eight major branches, including the commissioner's office, motor vehicles, administration, state police and information technology.
Aid to cities and towns 	\$25,566,257	State law says 12 percent of the highway fund must be given to the state's cities and towns, which are required to use it for road and bridge maintenance and construction.
District, municipal and superior courts 	\$2,000,000	Almost \$5.1 million of the courts' \$55.7 million budget in 2002 was for motor-vehicle cases. Funds pay for salaries and benefits for judges and court workers, the legal library, transcription and maintenance.
Health and Human Services 	\$1,119,765	Money given to Health and Human Services is used in two areas: paying for experts to testify in court cases involving impaired driving and drug and alcohol abuse counseling and prevention.
Justice 	\$555,461	Five lawyers at the Department of Justice handle the legal work for the Department of Transportation. That includes representing them in the suit filed by the New Hampshire Motor Transport Association.
Highway safety 	\$325,286	The highway funds the department gets pays for salaries for the seven people on staff, office space rental and operation of the office. It does not get any general funds.
Tax and Land Appeals 	\$129,168	The highway fund helps defray the cost of salaries and benefits for the 12-member staff. Four of every five cases they get are from the DOT.
Cultural Affairs - Historical Resources 	\$106,472	The Division of Cultural Resources, which is part of the Department of Cultural Affairs, doesn't specify where the funds are used, other than being included in its annual budget.
Environmental Services 	\$51,204	The funds are used for studying potential flooding conditions near roads and bridges the Department of Transportation is building.
Emergency Management 	\$253,362* *Only funded occasionally.	Emergency Management will occasionally get highway funds as a match for federal emergency funds. It got funds in 2002 as a match for federal funds granted to help reimburse cleanup costs from a blizzard March 5-7, 2001.

SOURCE: Department of Transportation interviews.

20040218/020217/Telegraph Graphics

Roads Once Traveled...



These undated photos from what appears to be the early to mid-1960's show the pouring of a concrete bridge deck on NH Route 25 in Plymouth. According to the caption accompanying the right photo, "A steady flow of concrete is shown arriving just ahead of the Bidwell finisher from the Belcrete articulating end conveyor."

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